

DAIMLERCHRYSLER

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2003 FEB -5 A H: DaimlerChrysler Corporation

February 4, 2003

OFFICE OF DEFECTS
INVESTIGATION
Stephan J. Speth
Director
Vehicle Compliance & Safety Affairs

Mr. Kenneth N. Weinstein
Associate Administrator, Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

03V-033 ① or ③

Dear Mr. Weinstein:

Attached is DaimlerChrysler Corporation's Defect Information Report, complying with the requirements of 49 CFR Part 573, Defect and Noncompliance Reports, which contains details of a recall regarding some 2003 model year Dodge Ram Pickup Truck (2500/3500 only) vehicles equipped with a diesel engine and a manual transmission. These vehicles could potentially experience an elevated idle condition after an extended period of cruise control engagement. While there have been no accidents or injuries attributed to this condition, the operator's perception may be that the cruise control will not disengage or that the throttle is sticking. DaimlerChrysler Corporation will conduct a safety recall to reprogram the engine controller on the affected vehicles."

Sincerely,



For - Stephan J. Speth

Enclosures: Defect Information Report for DaimlerChrysler Corp. Recall # C02

cc: K. C. DeMeter, NHTSA
Division of Occupational Safety & Health
California Department of Industrial Relations

DEFECT INFORMATION REPORT FOR DAIMLERCHRYSLER RECALL # C02

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Submission date: February 4, 2003**Identifying classification of vehicles potentially affected:**

Make	Model	Model Year	Inclusive Dates of Manufacture	Vehicle Volume	Other
Dodge	Ram Pickup (2500/3500 only)	2003	08/05/2002 thru 12/24/2002	19,500	Diesel w/Manual Trans Only

Estimated percentage containing defect: Unknown**Description of defect:**

Some 2003 Dodge Ram 2500 / 3500 pickup trucks equipped with a Cummins diesel engine and Manual Transmission may experience an elevated idle speed after extended cruise control use.

The name, address and telephone number of the supplier who manufactured the subject components:

Cummins Inc.
500 Jackson Street
Columbus, Indiana 47201
(812) 377-3599

The following chronology of principal events occurred between early November 2002 and late January 2003 and led to the determination of a defect:

- The 2003 Dodge Ram 2500 & 3500 Heavy Duty Pickups were launched with an optional redesigned Cummins diesel engine and new controller software.
- The company received 3 complaints of elevated engine idle occurring after cruise control usage on diesel engine and manual transmission equipped vehicles.
- With cruise control engaged on manual transmission models, the accelerator pedal returns to idle position (due to an electronic cruise vs. the servo system used on automatic transmission vehicles).
- The initial 2003 model year Cummins engine control software would re-calibrate idle fuel input using the Accelerator Pedal Position Sensor (APPS) voltage whenever the accelerator pedal is at idle position. The APPS is activated by a bell crank assembly mounted to the engine.
- Investigation determined that on some trucks the APPS/bell crank assembly could experience a resonance at typical highway speeds.
- Dimensional analysis of the bellcrank/APPS assembly showed that the input shaft was slightly undersize. It was established that an undersized input shaft

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may fit loosely in the bellcrank/APPS assembly. The loose fit potentially allows the APPS to go into resonance after a period of time in cruise at highway speeds. This resonance causes a high resistance condition between the wiper contact and the resistive track, resulting in the minimum APPS voltage decrementing to a new lower value.

- On these vehicles, if cruise control was engaged for a long period of time at highway speeds, this increased voltage drop across the APPS will cause the engine software to slowly learn a new minimum idle fuel input. When the cruise control is disengaged, the engine control computer would misinterpret the hard stop APPS reading as above-idle accelerator input, and add fuel accordingly in an attempt to achieve the new engine speed.
- The engine will run at this elevated idle speed until either key off, or until the accelerator pedal is nearly fully depressed. The customer perception is that the cruise control will not disengage or that an accelerator linkage is sticking.
- Due to variation in the shaft and bearing dimensions, this resonant response does not occur in all vehicles.
- The braking and steering systems are unaffected.
- There have been no accidents or injuries attributed to this condition.
- This data was presented to the Vehicle Regulations Committee who decided to conduct a safety recall to correct the condition.

Statement of measures to be taken to correct defect:

DaimlerChrysler Corporation will reprogram the software in the Cummins Engine controller on the affected vehicles. DaimlerChrysler Corporation expects to implement national notification to dealers and begin owner notification in March 2003.

DaimlerChrysler Corporation has a longstanding policy and practice of reimbursing owners who have incurred the cost of repairing a problem that subsequently becomes the subject of a field action. Due to the warranty coverage on the affected vehicles, it is anticipated that no customer would have incurred any expense for this repair. To ensure consistency, DaimlerChrysler Corporation, as part of the owner letter, will request that customers send original receipt and/or other adequate proof of payment to the company for confirmation of the expense.